4: Joseph et al D, E-5 (1942-1943) 1949
NU28 Papago NU28

MAP I

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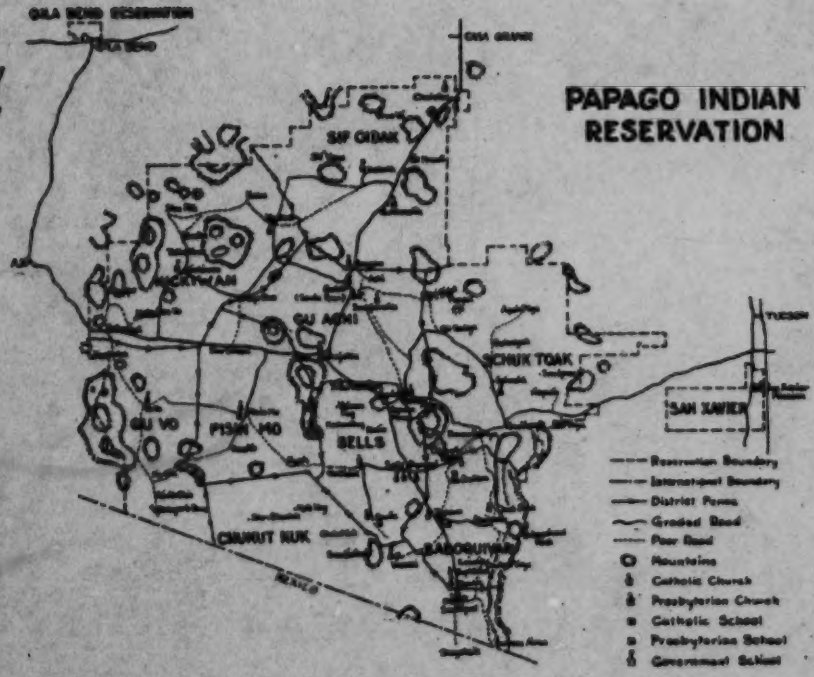

PAPAGO INDIAN RESERVATION, 1943

[p.5]

4: Joseph et al D, E-5 (1942-1943) 1949
NU28 Papago NU28

231 422 Thus the concept of individual ownership began to infiltrate established concepts of use-ownership by the group.

231 177 Horses also made possible further contacts with white ways. When crops failed in Papaguería, the Papago of the southern villages often rode down into Mexico to work for ranchers. There they learned something of white methods of livestock care but, more important, were introduced to the idea of working for pay. Payment was always in kind—seed, knives, or other necessities—but the situation was quite different from co-operative labor for group subsistence. People in the northern villages who worked for the Pima Indians, whose irrigated fields produced plentiful harvests, were paid in grain.

177 Thus, well into the twentieth century, Papago ways of making a living remained fundamentally unchanged. The Desert People became familiar with the white man's use of domesticated animals, his grains, and his traditions of individual ownership and paid labor; but these things did not violently disturb their way of life. Papago life went on, little changed from its course during the last three hundred years.

THE RESERVATION ECONOMY

177 With the establishment of the Reservation in 1917, and particularly with the change in Indian Service policy in 1933, the shape of things began to change in Papaguería. In the shift from an economy of only semisedentary farming with a few half-wild cattle to one of agriculture, livestock, and wage labor, the government has played a leading role.

The improvements necessary for this shift have been made or supervised by the Indian Resources Branch of the Agency staff, consisting of the Soil and Moisture Control, Forestry and Grazing, and Extension departments, and by the Engineering Branch, including Roads, Irrigation, and Construction and Maintenance departments. Their job is to show the Papago how to utilize his own limited resources most efficiently and to assist him in developing new ones.

177 491 The building and improvement of roads and trails have been important contributions to Reservation economy. From 1933 until 1943, seventy miles of primary road and forty miles of secondary road have been constructed by the Roads Division. The CCC constructed nearly two hundred miles of truck trails. But, according to Agency estimates, less than half of the needed roads have been built, and thirteen of the thirty-six villages of more than fifty inhabitants have no roads.

177 312 To improve the water resources of the Reservation, the government drilled deep wells at many villages, thus assuring a year-round water supply and

4: Joseph et al D, E-5 (1942-1943) 1949
NU28 Papago NU28

MAP IV

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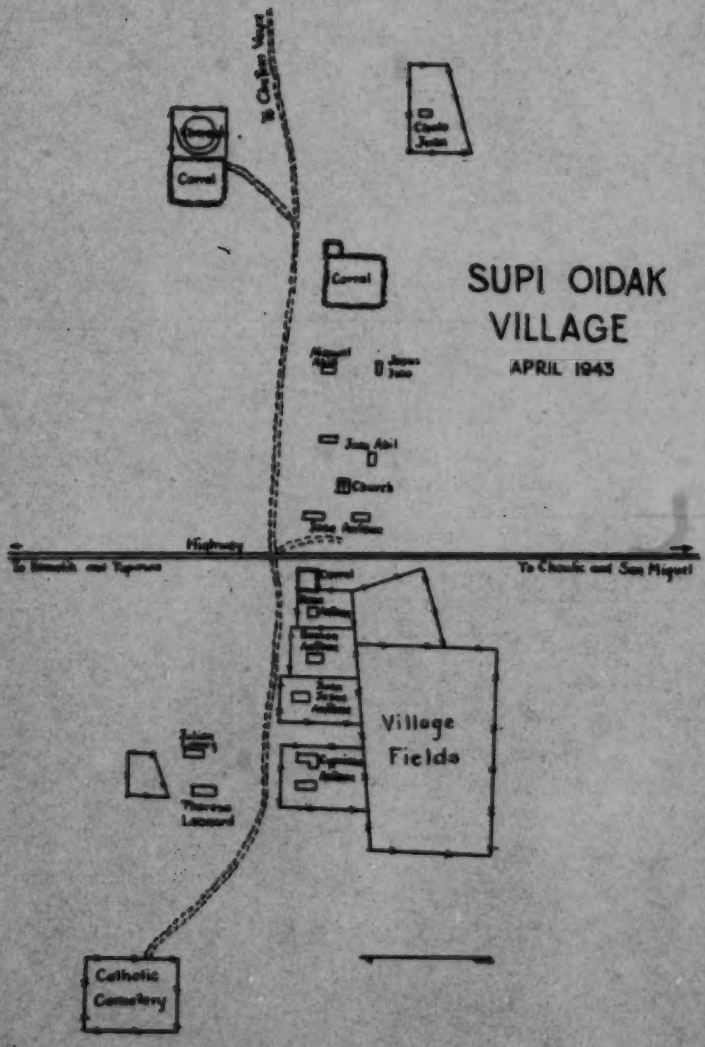

SUPI OIDAK VILLAGE, APRIL, 1943

[p. 64]

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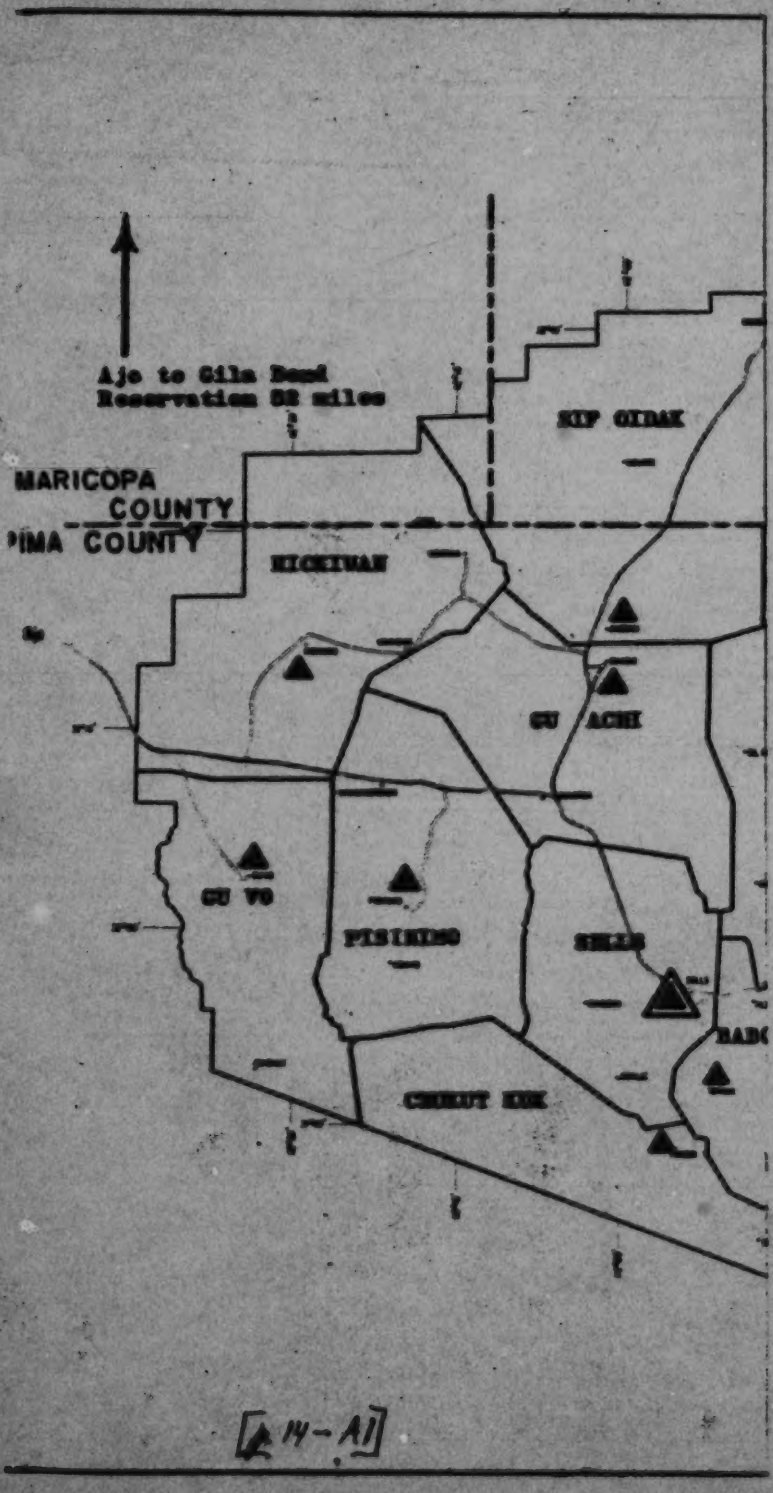

[A 14-A1]

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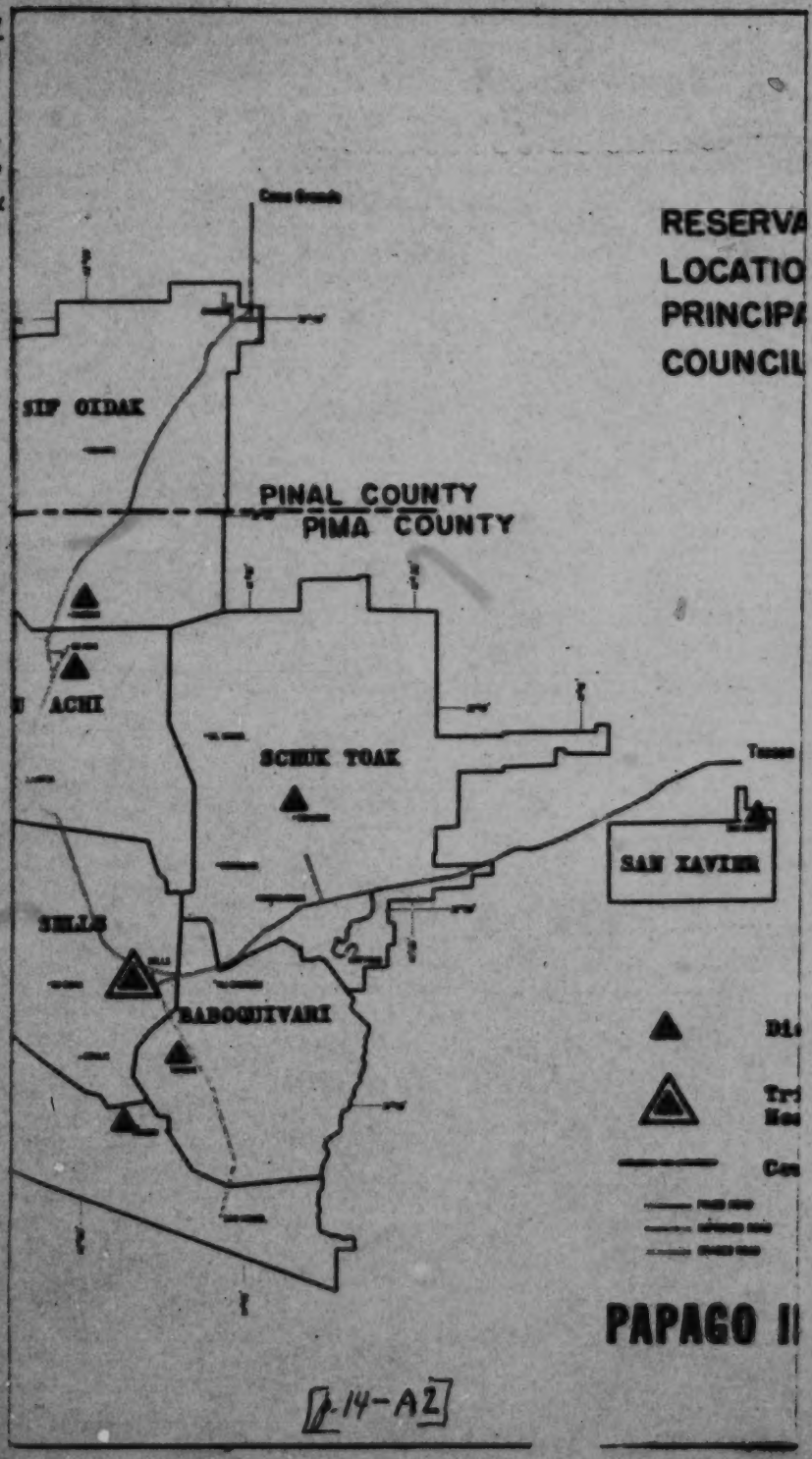

E-14-A2

18: Kelly E-4, 5 (no date) 1963 NU28 Papago NU28

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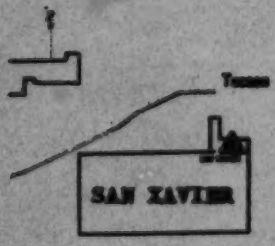
MAP 1

RESERVATION DISTRICTS WITH LOCATION OF COUNTY LINES, PRINCIPAL TOWNS & DISTRICT COUNCIL MEETING PLACES



▲ District Council Headquarters

Tribal and District Council Headquarters

County Line

PAPAGO INDIAN RESERVATION

1961

[2-14-A3]

18: Kelly E-4, 5 (no date) 1963 NU28 Papago NU28

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During 1960 the Public Health Service initiated a program to provide domestic water and improved sanitation facilities in Papago villages where local arrangements could be worked out, and where water could be supplied from existing wells or developed at reasonable cost.

Under this program, local Indians provide necessary labor for the installation, purchase purely personal items of equipment, and establish a system for local maintenance of the water lines and tanks. The Public Health Service provides the equipment and pipe for a water distribution system, including a water line to each home.

The current program will continue until all villages that meet the necessary requirements have been supplied with water distribution systems and sanitary facilities.

At the end of June, 1963, the following village water projects had been completed: Quijotoa, Kaka, Hotason Vo, Havana Nakya, Sil Nakya, and Schuchuli. In the case of the latter two only well improvement was programmed. Work is in progress in the following villages: Topawa, Pisinimo, Ali Chuk, Gu Vo, and Viopuli, and work is expected to start in the near future in Santa Rosa, Cowlic, Anegam, and Gu Komelik.

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Public Utilities and Transportation. Good roads, power lines, and telephones are usually found side by side on the reservation, reaching, of course, the principal centers of population. Roughly speaking, this involves the arc

from the eastern border of the reservation near Three Points, through Sells, Quijotoa, and Santa Rosa to Chuichu with a branch running south from Sells to San Miguel and a second branch running west from Quijotoa to Ajo. The neglected areas, and the areas of smallest population, are in the east central (Schuk Toak District) and in the northwest and southwest sections of the main reservation (See map 4). 206 365 491 [84]

Roads. A paved state highway (86) crosses the central section of the reservation, connecting Tucson and Ajo. Reservation villages served by this highway are: Hayana Nakya, Ali Chukson, Sells, Quijotoa and Wahak Hotonok (San Simon). A paved county highway connects the observatory on Kitt Peak with Highway 86 about 10 miles inside the eastern boundry of the reservation. Another paved highway, built and maintained by the Bureau of Indian Affairs, connects with Highway 86 at Quijotoa and runs north to the reservation line near Chuichu. Here it connects with a paved highway into the town of Casa Grande on State Highway 84. This road serves the villages of Santa Rosa, Anegam, Gu Komelik and Chuichu. 491

Except for the paved roads mentioned above the only standard all-weather road on the reservation is from Sells to San Miguel, a distance of about 25 miles. Five additional miles of standard roads are found in the loop connecting Gu Achi with the Quijotoa highway and in the irrigated district at Chuichu. San Xavier is served by a paved highway which

491 connects with Mission Road on the west and by a graveled highway which connects with the Nogales Highway on the east.

The Bureau of Indian Affairs classifies other roads on the reservation as (1) standard, graded, unsurfaced (79.6 miles), (2) sub-standard, graded, unsurfaced (10.7 miles), and (3) not graded, not surfaced (335.6 miles).

The graded, unsurfaced roads are as follows:

1. About four miles north of the Sells-Tucson highway toward Schuchk (Santa Rosa Ranch). (BIA P-13)

2. From the Sells-Ajo highway to Pisinimo. (BIA S-5)

3. West of the Quijotoa-Chuichu highway near Santa Rosa to Ventana, Vaya Chin, Hickiwan and south to the Sells-Ajo Highway. (BIA P-6 and P-1)

4. South of the Sells-Ajo highway from Schuchuli to Gu Vo. (BIA P-1)

5. Some sections of otherwise ungraded roads.

206 Telephones. Nineteen villages and communities on the main reservation and San Xavier, near Tucson, are connected by telephone with each other and with the surrounding non-Indian country, through a system operated by the Mountain States Telephone and Telegraph Company. These are: Kitt Peak, Schuchk (Santa Rosa Ranch), Havana Nakya, Ali Chukson, Sells, Topawa, Fresnal Canyon, Vamori, Choulic, San Miguel, Quijotoa, Santa Rosa, Anegam, Gu Komelik, Ventana, Vaya Chin, Wahak Hotonok (San Simon), Gu Vo, Chuichu, and San Xavier.

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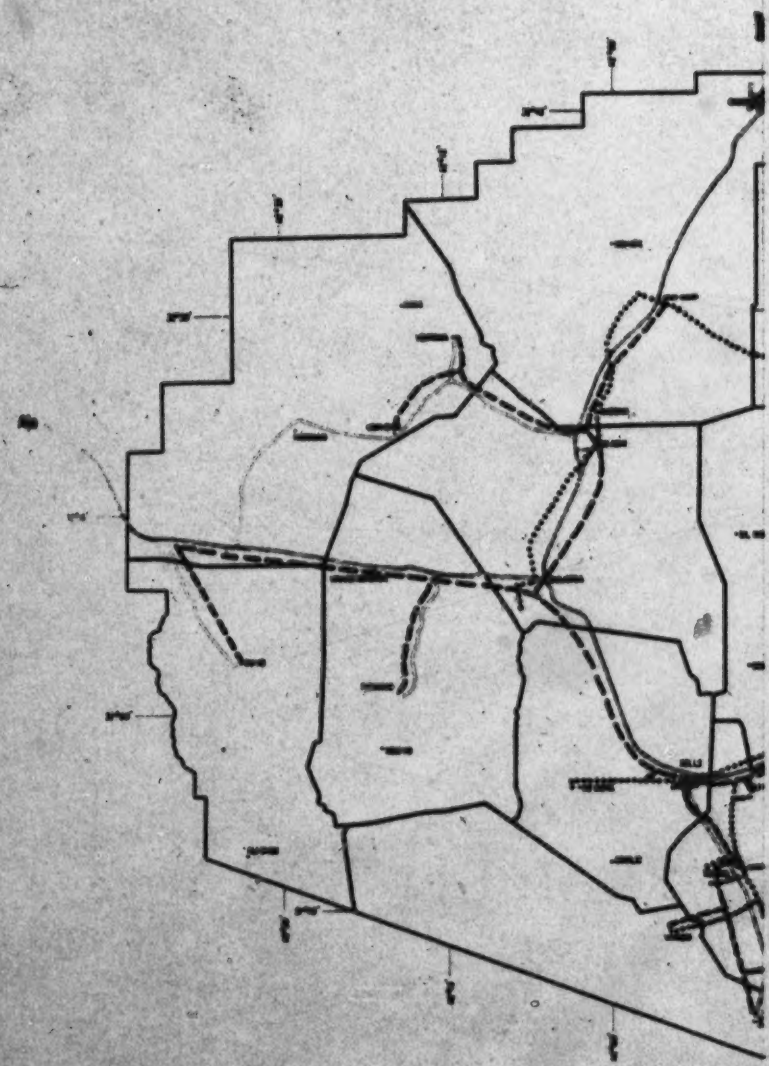

[4.34-A1]

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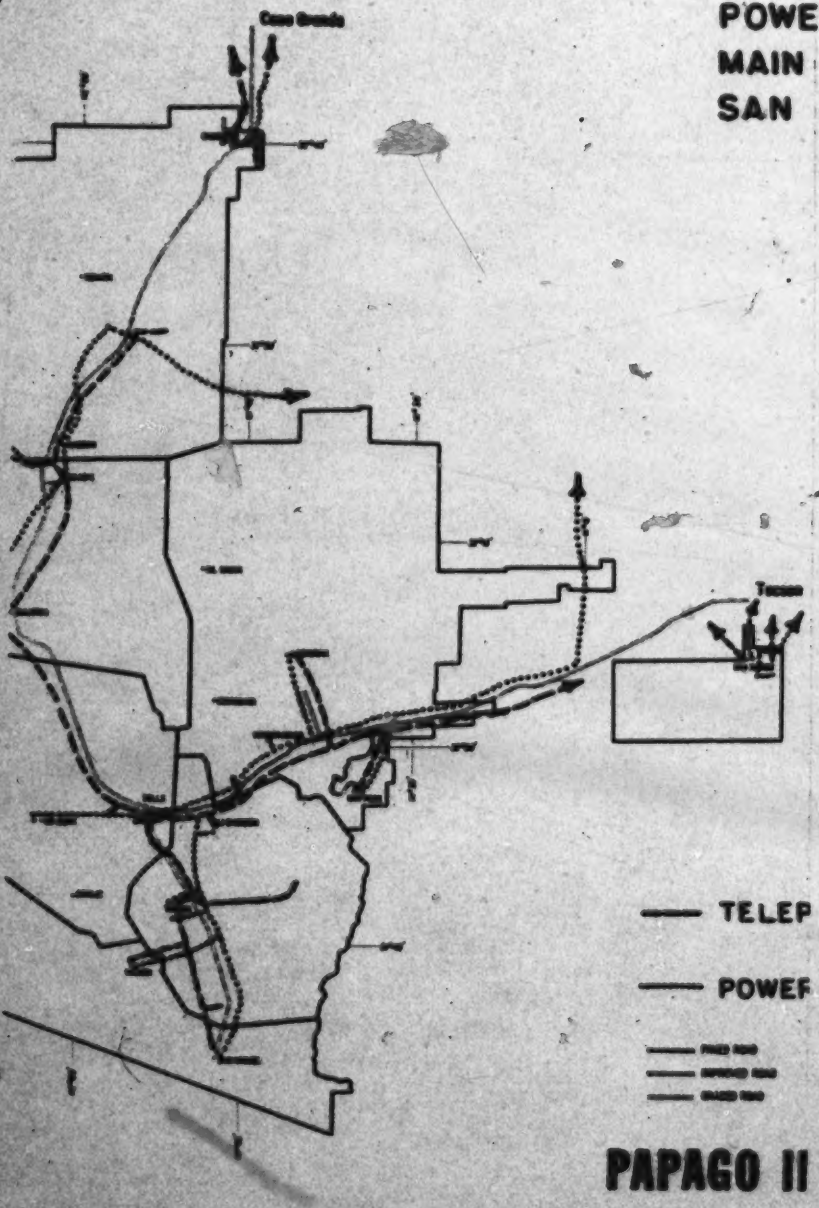

PAPAGO II

[E.34-A2]

18: Kelly E-4, 5 (no date) 1963 NU28 Papago NU28

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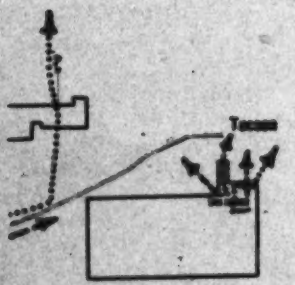
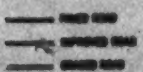
MAP 4
POWER & TELEPHONE LINES MAIN PAPAGO RESERVATION & SAN XAVIER



—— TELEPHONE LINES

—— POWER LINES



PAPAGO INDIAN RESERVATION

1963

G.34-A3

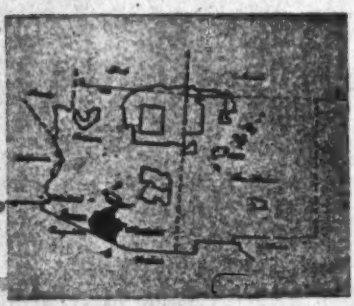
Introduction

000 [23] [24] Time is catching up with the Papago Indians. In 1700 they didn't have domestic animals (save the dog), any plants domesticated in the Old World, any knowledge of the wheel, and looked and acted very much like naked savages. They started catching up with the Europeans who intruded into their desert domain then, and have progressed through crisis after crisis successfully. But after 250 years gaining, it looks as though they may be slipping back in their race against us.

These dark-skinned natives live in a region where the human picture is repainted in lighter hues every year. Thousands of white-skinned Anglos move to the Southwest from other parts of the country seeking health, retirement, relaxation, or work. Once a Southwesterner was very different from people in the rest of the U. S.– now he is usually just someone from somewhere else.

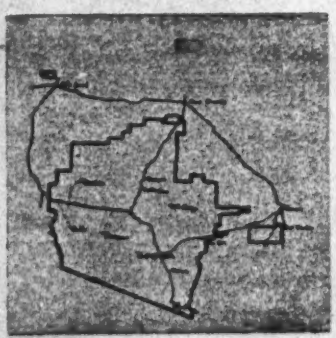
177 648 [491] As the region fills up with Anglos who are very much alike, the people who were here before are profoundly affected. For many decades Spanish-Americans and Indians were too isolated to be much changed by a growing flood of Anglo immigration. But better roads made them accessible to tourists seeking strange sights, and drew for them a distorted picture of Anglo society and ways. Distorted as it was, it helped balance the strange picture sketched by the U. S. Indian Bureau's handful of employees who were almost the only Anglos Indians saw for decades.

19: Dobyns E-5 (1950) 1951 NU28 Papago NU28



Lands held in trust for Indian Indian tribes by the U. S. government in the Southwest. (Papago reservations in black.)

Papago women playing at the ancient game of taka, which resembles field hockey.



The Papago, Gila Bend and San Xavier reservations and their highway connections.

Chairman of the Papago Tribal Council (far left of group) joins in ceremonies opening the last section of paved road across the main reservation joining Tucson and Ajo.

19: Dobyns E-5 (1950) 1951 NU28 Papago NU28

[Arizona Labor Camps]

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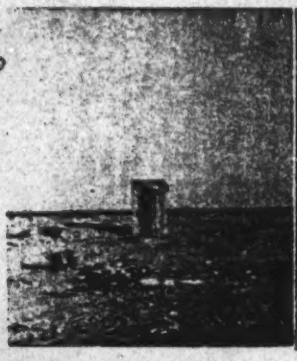
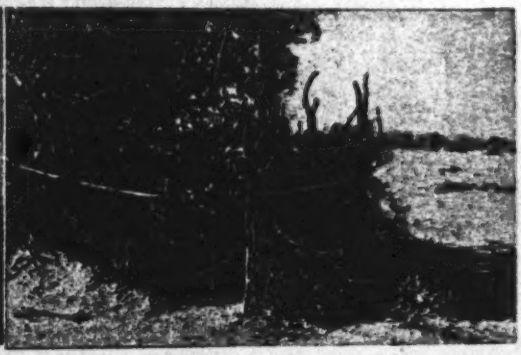


Cotton growers build outhouses . . . like obscene jokes on the landscape . . .



and the Desert People take a poor example home . . . in worse materials.

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Garbage cans were hardly fly-tight . . . or emptied often enough . . .

and when they were, not in sanitary places . . . but in washes like the Santa Cruz.